

## **I. Listing of Claims**

The following listing of the claims replaces all previous listings:

1. (Currently amended) A crash sensor arrangement for a motor vehicle defining a central longitudinal axis extending between the front and the rear of the vehicle, the crash sensor arrangement comprising a first set of sensors comprising respective sensors on each side of the vehicle spaced from the longitudinal axis, each of the sensors having ~~at least one accelerometer having~~ with a predetermined sensing axis, each of the sensors being mounted on a respective "B" post on each side of the vehicle close to the outer skin of the vehicle and at a first longitudinal position relative to the longitudinal axis such that the sensing axis of each of the sensors forms a predetermined angle to the longitudinal axis of the vehicle, the predetermined angle being between  $30^{\circ}$  and  $60^{\circ}$ , or between  $-30^{\circ}$  and  $-60^{\circ}$ , the sensing axes of the sensors being mirror symmetrical to each other relative to the longitudinal axis of the vehicle, so that at the first longitudinal position there are only two ~~of the~~ sensors mounted on opposite sides of the vehicle, such that only one sensor, and hence only one accelerometer, is mounted on the respective "B" post on each side of the vehicle at the first longitudinal position, the sensing axes of the two sensors extending in different directions.

2. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein the predetermined angle is between  $40^{\circ}$  and  $50^{\circ}$ , or between  $-40^{\circ}$  and  $-50^{\circ}$ .

3. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein the predetermined angle is substantially  $45^{\circ}$ , or  $-45^{\circ}$ .

4. (Currently amended) The crash sensor arrangement according to Claim[s] 1 wherein the sensing axes of the sensors are directed in a positive angular direction.
5. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein the sensing axes are directed in a negative angular direction.
6. (Cancelled)
7. (Cancelled)
8. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein the vehicle is additionally provided with a second set of sensors comprising two further crash sensors, mounted on respective sides of the vehicle at a second longitudinal position relative to the longitudinal axis spaced from the first longitudinal position.
9. (Previously Presented) The crash sensor arrangement according to Claim 8 wherein each of the crash sensors of the second set of sensors is a contact sensor.
10. (Previously Presented) The crash sensor arrangement according to Claim 8 wherein each crash sensor of the second set of sensors is an accelerometer located close to the outer skin of the vehicle, the sensing axis of each of the sensors of the second set of sensors being mirror symmetrical to each other relative to the longitudinal axis, but extending in directions which differ from the sensing axes of the sensors of the first set of sensors.

11. (Previously Presented) The crash sensor arrangement according to Claim 10 wherein the accelerometer of each sensor of the second set of sensors has a sensing axis which extends substantially perpendicularly to the longitudinal axis of the vehicle.
12. (Previously Presented) The crash sensor arrangement according to Claim 8 wherein each sensor of the second set of sensors is mounted on the vehicle adjacent a respective "A" post on each side of the vehicle.
13. (Currently amended) The crash sensor arrangement according to ~~any~~ Claim 8 wherein each sensor of the second set of sensors is mounted in a door of the vehicle.
14. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein the vehicle is further provided with at least one front sensor.
15. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein the vehicle is further provided with two front sensors.
16. (Previously Presented) The further crash sensor arrangement according to Claim 14 wherein the front sensor is a contact sensor.
17. (Previously Presented) The crash sensor arrangement according to Claim 14 wherein the front sensor is an accelerometer.

18. (Previously Presented) The crash sensor arrangement according to Claim 14 wherein the sensing axis of the accelerometer forming a front sensor is substantially aligned with the longitudinal axis of the vehicle.

19. (Previously Presented) The crash sensor arrangement according to Claim 15 wherein the sensing axis of each accelerometer forming a front sensor is between  $30^{\circ}$  and  $60^{\circ}$ , or between  $-30^{\circ}$  and  $-60^{\circ}$  relative to the longitudinal axis of the vehicle, the axes of the front sensors being mirror symmetric relative to the longitudinal axis.

20. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein a central control unit is provided to receive signals from the sensors and to control the deployment or actuation of one or more safety devices within the vehicle.

21. (Previously Presented) The crash sensor arrangement according to Claim 1 wherein each of the sensors is located close to the outer skin of the vehicle.